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BALLASTING OPERATIONS CRITICIZED:
MOSCOW RAILROAD AND SUBWAY PROGRESS NOTED

BALLASTING METHODS NEED IMPROVEMENT -- Gudok, No 65, 1 Jun 49

Ballasting operations of USSR railroads are exceptionally faulty, for the most part because of a lack of planning in hauling ballast, improper loading and unloading of cars carrying ballast, laying of improper ballast, and clogging of the roadbed.

Improper planning of the exploitation and use of deposits of ballast material causes great waste. In 1948 weak rock from the Dankov quarry of the Moscow-Donbass Railroad System was hauled 300 - 400 kilometers to the Yaroslavl Railroad System, while a better quality of ballast material could have been obtained from the Dmitrovskiy quarry, 70 kilometers from where the ballast was laid. On the South Donets Railroad System, the Prokhorovka quarry and a gravel plant are found one kilometer apart, but poor-quality sand from the quarry was laid for ballast on the heavily-traveled Moscow-Soochi line and stone from the plant was sent to other roads.

Metal waste and gravel from the bottoms of various lakes and ponds are used in insignificant quantities, while very often sand, poor ballast at best, is hauled from great distances.

There is no systematic plan for replacing ballast having a small supporting capacity, such as sand, with material having a higher supporting capacity. It is suggested that where quarry gravel or rock is not available, small particles of rock be mixed with the sand. Sand containing clay particles is used in various places, with the result that the roadbed is weakened and sagging develops. Very often the heavy ballast used is of poor quality, containing excessively large fragments which work loose and damage the ties.

There are deficiencies in transporting ballast. Cars are often only partially loaded at quarries and plants, and are returned to the quarries and plants not completely unloaded.

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It has been shown that on many roads, coal falling onto the roadbed comprises 16.6 percent of the weight of the ballast. On one road, coal fallen onto the roadbed amounted to 330 tons per kilometer.

Ballast comprises 30 percent of the entire cost of reconstructing one kilometer of railroad. Operational expenses in connection with ballast in one year constitute from 30 to 50 percent of the entire maintenance cost of one kilometer of road. Introduction of efficient methods of ballasting and ballast maintenance would save yearly an estimated 5,000 rubles per kilometer. Shortening the average haul of ballasting material by only 25 kilometers would free 800 - 1,200 freight cars per day.

RAILROAD DELAYS COSTLY -- Gudok, No 66, 3 Jun 49

In the Orekhovo Station of the Moscow-Ryazan' Railroad System, a one-hour delay of one freight car costs the State 3 rubles 60 kopeks, a one-hour delay of a locomotive with steam up costs the State 34 rubles, and if a train is one hour late, it costs the State 275 rubles.

MOSCOW TERMINAL FAILS TO INTRODUCE IMPROVEMENTS -- Moskovskiy Bol'shevik, No 50, 2 Mar 49

The method of switching railroad cars from one trunk line to another in the Moscow terminal has remained unchanged for many years. Switching a group of cars from the October Railroad System to the Western, according to established tradition, would be carried out in several steps: a locomotive and train crew from the Moscow-Belt Railroad would be dispatched to Khovrino to take the train to the nearest junction station of the Belt Railroad (in this case, to the Likhobory Station, 2 kilometers from Khovrino). Here, the locomotive and crew would be changed, and a new engineer would run the train 8 kilometers to Presnya, where the whole process would be repeated. At last, after an additional 3.5-kilometer trip, the cars would arrive at the Moscow Freight Station of the Western Railroad.

The head of the Moscow-Belt Railroad decided to break this tradition. At the beginning of last year, he proposed the through passage of trains from one system to another, without changing locomotive and crew at each admitting and discharging junction station. By this method, the locomotive and train crews taking charge of the train at Khovrino would take it, without changing, to the nearest distributing station of the other system. This speeds up the switching of freight from one trunk line to another approximately 1,000 percent, better utilizes locomotives, and in a 24-hour period saves up to 13,000 car-hours.

Although this method proved well in practice, Al'terman, head of the Administration of Regional Traffic, ordered the old method restored on 16 September 1948.

Not even a telegram from Gundobin, Vice-Minister of Communications, ordering the restoration of through passage of trains between stations by 25 November, has changed Al'terman's action. The Vice-Minister's order has not yet been carried out.

MOSCOW RAILROAD ELECTRIFICATION EXTENDED -- Moskovskiy Bol'shevik, No 130, 4 Jun 49

B. P. Beshchev, Minister of Transportation USSR, reported at the Plenum of the Moscow Oblast Committee VAP(b) on plans for further electrification of the railroad lines of the Moscow terminal. When these plans are completed, the network of electrified lines of the Moscow terminal will be increased more than three times. The electrification plans are included in the general plan

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for reconstruction of the capital and will make possible, in particular, the more extensive development of housing in suburban regions. Long-distance passenger and freight service will also be converted to electricity along with suburban and local lines. In this way, operating expenditures will be cut in half and the needs of the railroad for coal will be cut 60 percent. A large amount of rolling stock will be released for other needs of the national transport system.

Participating in the discussion following the report were Bagayev, chief of the Central Railroad Okrug; Ulayev, director of "Mosenergo" (Moscow Power); Sal'nikov, chief of the Main Administration of Electrification, Ministry of Transportation USSR; Nachuchenko, chief of the Moscow-Ryazan' Railroad System; Lednev, chief of "Soyuztransproyekt" (All-Union Planning and Surveying Association) of the Ministry of Transportation; Kabanov, Minister of Electrical Industry USSR; Barskov, chief of Construction Administration No 19; and Nosenko, Minister of Transport-Machine Building.

MOSCOW SUBWAY IMPROVED -- Leningradskaya Pravda, No 120, 24 May 49

Improvement of the Moscow subway is progressing. Comfortable cars of new design have been added to the rolling stock. Substations are being converted to automatic remote control. With the help of a push-button control system, the central dispatcher causes the automatic transmission of electric power to certain subway sections. The conversion of a single substation to automatic control will save about 100,000 rubles a year.

Improved construction of escalators has cut down the noise in their operation. A new escalator has been designed, which weighs less than the former one, is easier to repair, and requires less electric power for its operation.

Electromechanical automatic train stops have been introduced to control the speed of trains: they automatically stop a train if it passes through a certain section at an excessive speed. A new track-testing car has been put into operation.

MOSCOW-KURSK RAILROAD HAS NEW DIESELS -- Moskovskiy Bol'shevik, No 54, 6 Mar 49

New Diesel locomotives are operating on the Moscow-Kursk Railroad System. Rail communications between Moscow and Serpukhov are carried out entirely by such service.

RAILROAD FUEL-SAVING PROGRAM SUCCESSFUL -- Gudok, No 61, 22 May 49

Fuel savings by railroads of the USSR during the first quarter 1949 amounted to 1,400,000 tons of coal.

LIST OF STATIONS PUBLISHED -- Gudok, No 65, 1 Jun 49

A list of the stations of the USSR railroad network is now available. The list gives the distances of stations from Moscow, their territorial location and passenger rates, and an appendix with a diagram of the USSR railroad network. The publication has 253 pages and costs 10 rubles. It may be bought at the printing offices of railroad newspapers and their authorized agents, at stores of Kogiz (Bookselling Association of State Publishing Houses) and at kiosks of Soyuzpechat' Central Administration for Distribution of Press.

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